

IN THE CLAIMS:

Please rewrite claims 36, 39, 40, 42-45, 48, 54, 55, 59-62 and 66 as set forth below in clean form. Additionally, in accordance with 37 CFR 1.121 (c)(1)(ii), amended claims 36, 39, 40, 42-45, 48, 54, 55, 59-62 and 66 are set forth in a Marked Up Version in the pages attached to this amendment.

36. (First Amended) A method for determining correction values for wheel speeds of a vehicle, comprising the step of:

determining the speeds of the vehicle wheels during travel,
evaluating the speeds of the wheels in groups, for the wheels of the non-driven axle, and for the wheels of the left-hand vehicle side and the right-hand vehicle side to obtain initial correction values based on the speeds of the wheels in the groups,
and determining correction values for the individual wheels of the vehicle in accordance with the initial correction values obtained in the evaluation step.

39. (First Amended) A method according to claim 37, wherein the speeds of the vehicle wheels are determined during a disengaged state.

40. (First Amended) A method according to claim 37, wherein the speeds of the vehicle wheels are determined during a travel state in which the driving moment or the vehicle acceleration is positive and the speed of the wheel on the axle driven [or deemed driven] is lower than the speed of the wheel on the axle non-driven or during a travel state in which the driving moment or the vehicle acceleration is negative and the speed of the wheel on the axle driven is higher than the speed of the wheel on the axle non-driven.

42. (First Amended) A method according to claim 36, wherein the evaluation in groups of wheel speeds covers ratio formation or difference formation or pair-wise normalization of the speeds of the wheels of this group.

43. (First Amended) A method according to claim 36, wherein a correction value is selected for one wheel, wherein in accordance with the results of evaluation, correction values are determined for the rest of the vehicle wheels.

44. (First Amended) A method according to claim 36, wherein a preliminary correction value is selected for the slowest wheels on each side of the vehicle, and for the remaining wheel on each side, a preliminary correction value is determined in accordance with the slowest wheel speeds determined on that respective side.

45. (First Amended) A method according to claim 44, wherein the correction values are determined from the preliminary values of correction in accordance with the wheel speeds determined on one axle.

48. (First Amended) A method according to claim 47, wherein the difference of the wheel speeds includes using a first filter with a first time constant and, in parallel thereto, and using a second filter with a second time constant exceeding the first time constant, and further including checking whether the amount of difference of the output signals of the two filters is below a threshold value.

54. (First Amended) A method according to claim 48, wherein the evaluation in groups for the wheels of one axle is continuous in that upon detection of straight driving, the output signal of the second filter is stored as a reference value preliminarily representing the result of the evaluation, the reference value is compared to current output signals of the second filter and, in case of differences, the reference value is tracked with part of the difference to the current signal value, with an acknowledgement signal used to release the stored reference value being additionally generated if the difference within a predetermined period of time was sufficiently small.

55. (First Amended) A device for determining values of correction for the wheel speeds of a vehicle, comprising:

wheel sensors for determining the speeds of wheels of the vehicle during travel,

B9
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determining means for evaluating the speeds of the vehicle wheels in groups for at least one vehicle axle and at least one vehicle side to obtain initial correction values, and

means for determining the values of correction for the individual wheels of the vehicle in accordance with the initial correction values obtained during the determining step.

B10
59. (First Amended) A device according to claim 57, wherein state detecting means further includes detecting means for detecting a disengaged state in the vehicle.

60. (First Amended) A device according to claim 56, wherein said device for evaluating, in groups, wheel speeds includes a means for forming a ratio or a difference or for a normalization, in pairs, of the speeds of the wheels of the said group.

61. (First Amended) A device according to claim 58, wherein the detecting means for detecting the straight travel of the vehicle further includes at least one filter for evaluating the value of the difference between the wheel speeds of one axle.

62. (First Amended) A device according to claim 61, wherein the detecting means for detecting the straight travel further includes a first filter having a first time constant, and a second filter having a second time constant exceeding the first time constant, and a check means for checking the difference of the output signals of the two filters.

B11
66. (First Amended) A device according to claim 62, further including means for checking the time sequence of the output signal of the second filter.
